श्री रणजीत सिंह : 1989–90 में ग्यारह हजार नौ सौ चौरासी लाख था 1990–91 में उन्नीस हजार सात सौ अड़तालीस है । 1991–92 का अभी जैसा आपने बताया है । तीनों ही साल में यह करोड़ों रुपए के घाटे में है । मैं माननीय मंत्री महोदय से कहना चाह रहा हूँ कि डी.टी.सी. की चलने वाली बसेज चार हजार हैं और उसका जो कैलकुलेट करके निकालें... **(व्यवधान)**

श्री सभापति : प्रश्न करलो ।

श्री रणजीत सिंह : मैं बता रहा हूँ सर, एक बस सत्ताइस हजार पांच सौ रुपया मुनाफा दे रही है । जब सत्ताइस हजार पांच सौ रुपया प्रति बस मुनाफा रहे तो फिर घाटे का कारण क्या है ? घाटा क्यों हो रहा है, किस कारण से उसका ब्रेकअप कोई बता ही नहीं रहा है ।

SHRI JAGDISH TYTLER: The main factors which are responsible for the losses of DTC are: Sharp increase in the prices of inputs since 1986. Steep increase in labour and establishment costs from January, 1986. Concessions to students and other weaker sections, which amount to Rs. 22 crores per annum. Large percentage of overaged buses, i.e. 33.85 per cent, which is the highest in the world. Staff in excess of the prescribed norms and requirements. Reinduction, in 1990, of over 3,000 staff. They are now idle. They should not have been taken.

Over and above this, in the case of DTC, we have to change the driver every eight hours. We have to change the conductor. A bus which is on the road requires three drivers and six conductors, sometimes. Whereas, a private person does not have to pay any hiring charges. He can employ just one driver and, perhaps, by paying him another Rs. 200, make him work beyond eight hours or twelve hours. That is how he is able to make more money.

MR. CHAIRMAN: Shri Prakash Ambedkar. He is not here. Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Environment Tar

*224. SHRIMATI VEENA VERMA:
SHRI V. NARAYANASAMY:
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state·

(a) whether Government have proposed the imposition of Environment Tax on developed countries to pay for the global environmental clean-up at the Ministerial Conference of developing countries on environment and development held at Kuala Lumpur recently;

(b) if so, the details of the proposals and the response of the participating countries thereto; and

(c) what was the outcome of the Kuala Lumpur Conference?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) No, Sir.

(b) Does not arise.

(c) The Ministerial Conference of Developing countries held at Kuala Lumpur on 26-29 April, 1992 issued a Declaration, copies of which have been placed in the Parliament Library for the kind perusal of Hon'ble Members.

Allocation for Major Ports

*225. SHRI PRAVAT KUMAR SAMANTARAY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the details of the plan allocation made for development of different major ports during the 8th Five Year Plan period; and

(b) whether the present plan allocations to different Major ports would meet the requirements of port developments in view of existing capacity utilisation of different ports?